

AMENDMENTS TO THE SPECIFICATION

Please replace the following paragraphs of the specification with the replacement paragraphs provided below. No new matter has been added.

Please replace the paragraphs beginning on page 4, line 28, with the following replacement paragraphs.

Fig. 1 shows a schematic view of an internal combustion engine 10. At the beginning of the intake duct the incoming air is filtered (air filter 12) and can be measured via an air mass sensor 14. A turbocharger compressor 16 is placed downstream in the intake duct, followed by a boost air cooler 18 and optionally by a second air mass sensor 20. A reflow channel 22 is provided parallel to the compressor 16. The reflow channel 22 is varied in terms of its throughflow rate via a reflow flap 24 which may also be implemented as a reflow valve.

Located downstream from the second air mass sensor 20 is a throttle valve 22a which controls the air mass entering the internal combustion engine 10. The second air mass sensor 20 also is merely optional. A proportion of exhaust gas can be mixed with the compressed air introduced into the internal combustion engine via an exhaust gas recirculation unit 26. The exhaust gas proportion is dependent on the position of an exhaust gas recirculation valve 28.

Please replace the paragraphs beginning on page 5, line 20, with the following replacement paragraph.

Fig. 2 shows the actuation of the wastegate 38 in schematic form. The wastegate 38 possesses a wastegate flap 40 which covers an inlet opening 42. Toward that end, the ~~flap~~wastegate flap 40 is mounted about a swiveling axis 44.

The varying distance between the ~~throttle~~ wastegate flap 40 and the opening 42 produces a reduced throughflow area in terms of flow rate, with the result that a varyingly large proportion of the exhaust gases flows through the bypass line 36.

Please replace the paragraphs beginning on page 7, line 27, with the following replacement paragraph.

The additional pressure constant 74 is determined in the case where both the throttle valve 22a ~~flap~~ is open and there is control of the timing valves. This condition is specified by the pressure quotient 78 at the throttle valve. The condition for the open throttle valve 22a results in this case from the fact that the pressure quotient at the throttle valve 22a is greater than a predetermined constant. By suitable redefinition of the pressure quotient it is of course possible that this condition can also be formulated as a comparison to determine whether the pressure ratio is less.

The control of the timing valves is determined in that their control signal 82 is compared with a constant 84. The additional pressure constant 74 is calculated in the case where the throttle valve 22a is open and the actuator for the wastegate is controlled via the control valves. To this end, both conditions are applied to a switch 86 via a logical AND operation. If a signal is present at the center input of the switch 88, the control difference is forwarded to the characteristic map 76. If not, the determination of the additional pressure constant is omitted.